

# BookletChart<sup>TM</sup>

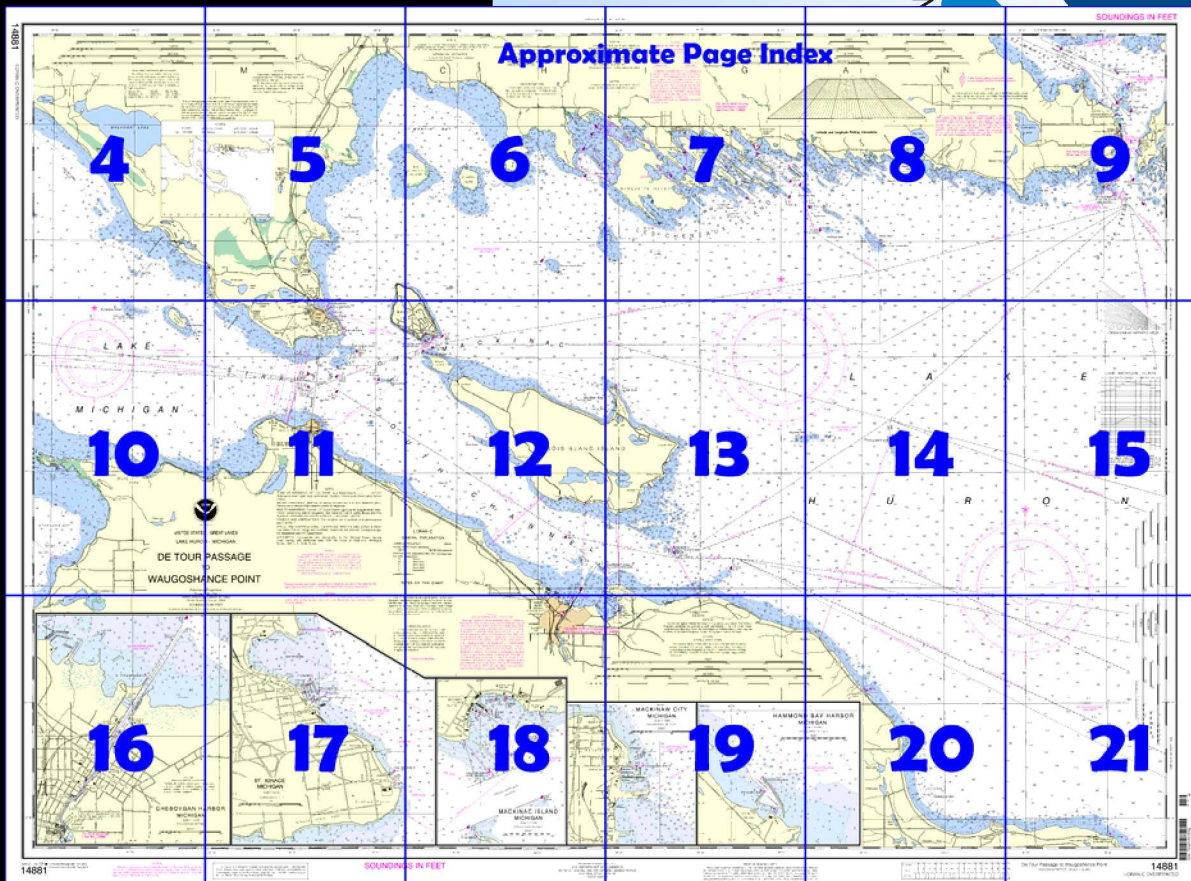
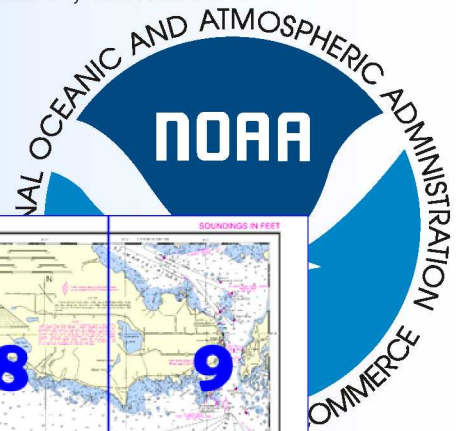
## De Tour Passage to Waugoshance Point

(NOAA Chart 14881)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

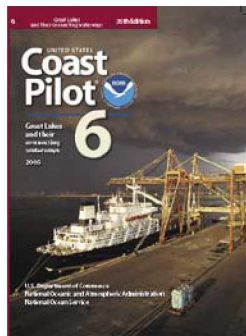
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 6, Chapter 10 excerpts]**

(274) The NW part of Lake Huron forms the approach to, and the E part of, the **Straits of Mackinac**. At its extreme NW end, the lake narrows abruptly to a width of 4 miles between **Old Mackinac Point** and **Point St. Ignace**, the narrowest part of the Straits of Mackinac. The NW end of the lake is obstructed by shoals, Reynolds Reef and Spectacle Reef near midlake and Martin Reef off the N shore, and by several islands, Bois Blanc Island the largest. The two main

shipping channels through this area lead N and S of Bois Blanc Island. (276) **Hammond Bay**, an open bight 8.5 miles W of Forty Mile Point, provides shelter in winds from SE through S to NW. Shoals and numerous submerged net stakes extend 1 mile offshore around the bay. Fair anchorage is in the S part of the bay off the mouth of **Ocqueoc River**.

(278) **Hammond Bay Harbor** is a harbor of refuge about 3 miles NW of Hammond Bay and 4 miles SE of Ninemile Point. The harbor basin, protected by two detached breakwaters, is entered through a dredged channel from the NW. (280) At **Cordwood Point** (45°39.8'N., 84°20.0'W.), a lighted buoy marks the outer end of a reef with depths of 20 to 24 feet that extends 1.8 miles NE. During stormy weather with heavy seas, the reef is a danger to vessels transiting South Channel of the Straits of Mackinac.

(283) Between Cordwood Point and **Cheboygan Point**, 4.5 miles W, the shore is low except that a high bluff is within 1 mile of the shoreline in the E part of the reach. A lighted mast on the bluff, 1.2 miles SW of Cordwood Point, is prominent.

(288) **Poe Reef**, with a least depth of 8 feet, is a detached shoal on the N side of South Channel, 2.7 miles SE of Bois Blanc Island with shoals between. **Poe Reef Light** (45°41.7'N., 84°21.7'W.), 71 feet above the water, is shown from a white and black horizontally banded square tower on a concrete crib on Poe Reef. A fog signal and racon are at the light.

(290) **Zela Shoal**, with depths of 6 feet near its outer end and rocks awash near its midpoint, extends about 2 miles WNW from **Zela Point**, on the SW side of Bois Blanc Island 3 miles NW of Points aux Pins. The outer end of the shoal is marked by a buoy. The remainder of the SW shore of Bois Blanc Island between Points aux Pins and **Lime Kiln Point** has deep water within 0.4 mile.

(292) **Cheboygan Harbor**, serving the city of **Cheboygan, Mich.**, is 2.5 miles SW of Cheboygan Point in the lower part of the **Cheboygan River**. The harbor is a base for commercial fishermen and pleasure craft. The principal commodities handled in the port are petroleum products and coal.

(337) **Spectacle Reef**, with a least depth of 5 feet, is in the approach to the Straits of Mackinac, 10.5 miles E of Bois Blanc Island. **Spectacle Reef Light** (45°46.4'N., 84°08.2'W.), 86 feet above the water, is shown from a gray conical tower on a square concrete pier on the NW side of the shoal.

(338) **Raynolds Reef**, with a least depth of 11 feet, is 6 miles E of Bois Blanc Island. A buoy marks each end of the reef, 1.5 miles long E and W.

(339) From **Lafayette Point**, the NE point of Bois Blanc Island, the N shore of the island is generally deep-to for 7.5 miles to **Point Detachee**. **Lighthouse Point** juts about 2 miles N from midlength of this reach. A shoal with depths of 11 to 19 feet extends 0.6 mile NW from the point. **Bois Blanc Light** (45°48.6'N., 84°25.3'W.), 32 feet above the water, is shown from a white cylindrical tower on Lighthouse Point. The light is obscured from 311° to 101°. From Point Detachee to the W end of Bois Blanc Island, the shoal border increases to a width of about 1 mile.

(341) **Round Island Passage**, the dredged channel between Round Island and Mackinac Island, had a controlling depth of 28 feet in July 1978. The S edge of the channel is marked by two lighted buoys. The N side of the passage is marked by a lighted bell buoy off the SE end of Mackinac Island and by Round Island Passage Light. **Round Island Passage Light** (45°50'36"N., 84°36'54"W.), 71 feet above the water, is shown from a lighthouse on the N side of the passage about 150 feet outside the channel limit. A fog signal and racon are at the light.

(348) **Majors Shoal**, a dangerous rocky ledge with a least depth of 10 feet, is 2.4 miles WSW of Round Island. The ledge, 0.7 mile long E and W, is marked by a buoy and a lighted buoy on the E and W ends, respectively. The ledge is on the S side of the vessel passage between Round Island Passage and Mackinac Bridge.

(350) **Graham Point** (45°51.0'N., 84°42.2'W.) is the SE extremity of Point St. Ignace on the N side of the Straits of Mackinac. In 1971, submerged dock ruins were reported 210 feet off the S shore of Graham Point. **South Graham Shoal**, with a least depth of 2 feet, and **North Graham Shoal**, with a least depth of 4 feet, are 1.5 miles S and 1 mile SE of the point, respectively.

(353) **St. Ignace Coast Guard Station** is on the E side of Graham Point. The Coast Guard station is marked by a light.

# Table of Selected Chart Notes


Scale 1:15,000  
SOUNDINGS IN FEET  
Feet

Scale 1:10,000  
SOUNDINGS IN FEET

Scale 1:10,000  
SOUNDINGS IN FEET

Scale 1:15,000  
SOUNDINGS IN FEET  
FEET

Scale 1:15,000  
SOUNDINGS IN FEET



 Pump-out facilities



Corrected through NM May 09/09  
Corrected through LNM May 05/09

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

CAUTION  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION  
BASCULE BRIDGE CLEARANCES  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 (Accurate location)  (Approximate location)

CAUTION  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
 Pipeline Area  Cable Area  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.


POLLUTION REPORTS  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.  
Alpena, MI KIG-83 162.55 MHz  
Newberry, MI WNG-576 162.450 MHz  
Sault Ste. Marie, MI KIG-74 162.55 MHz

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 6 for important supplemental information.

HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.045' northward and 0.131' westward to agree with this chart.

 Traffic Control calling-in point with number; arrow indicates direction of vessel movement.

LOW WATER DATUM (LEVEL OF TIDE)  
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan. Refer to charted regulation section numbers.

NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140  
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

CAUTION  
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

CAUTION  
POTABLE WATER INTAKE  
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM  
Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE C  
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in the area denoted. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

NOTE D  
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

GENERAL EXPLANATION  
LORAN-C  
LORAN-C FREQUENCY..... 100KHZ  
PULSE REPETITION INTERVAL..... 89.700 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators)  
M..... Master  
X..... Secondary  
Y..... Secondary  
Z..... Secondary  
EXAMPLE: 8970-Y  
RATES ON THIS CHART  
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The line of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE B  
The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTES  
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

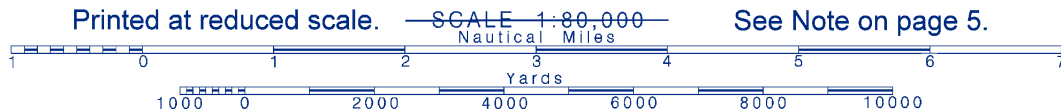
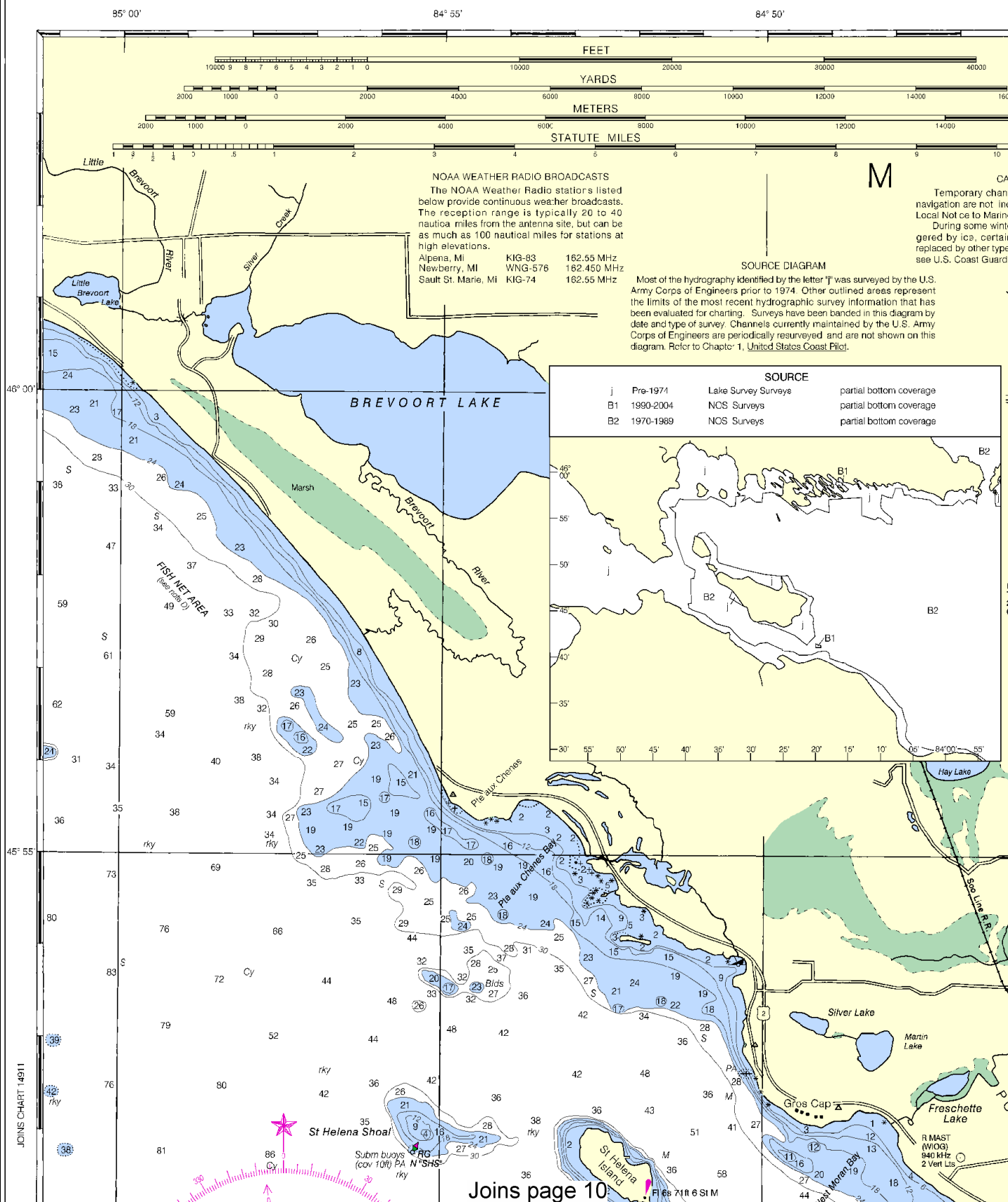
BRIDGE AND OVERHEAD CABLE CLEARANCES When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

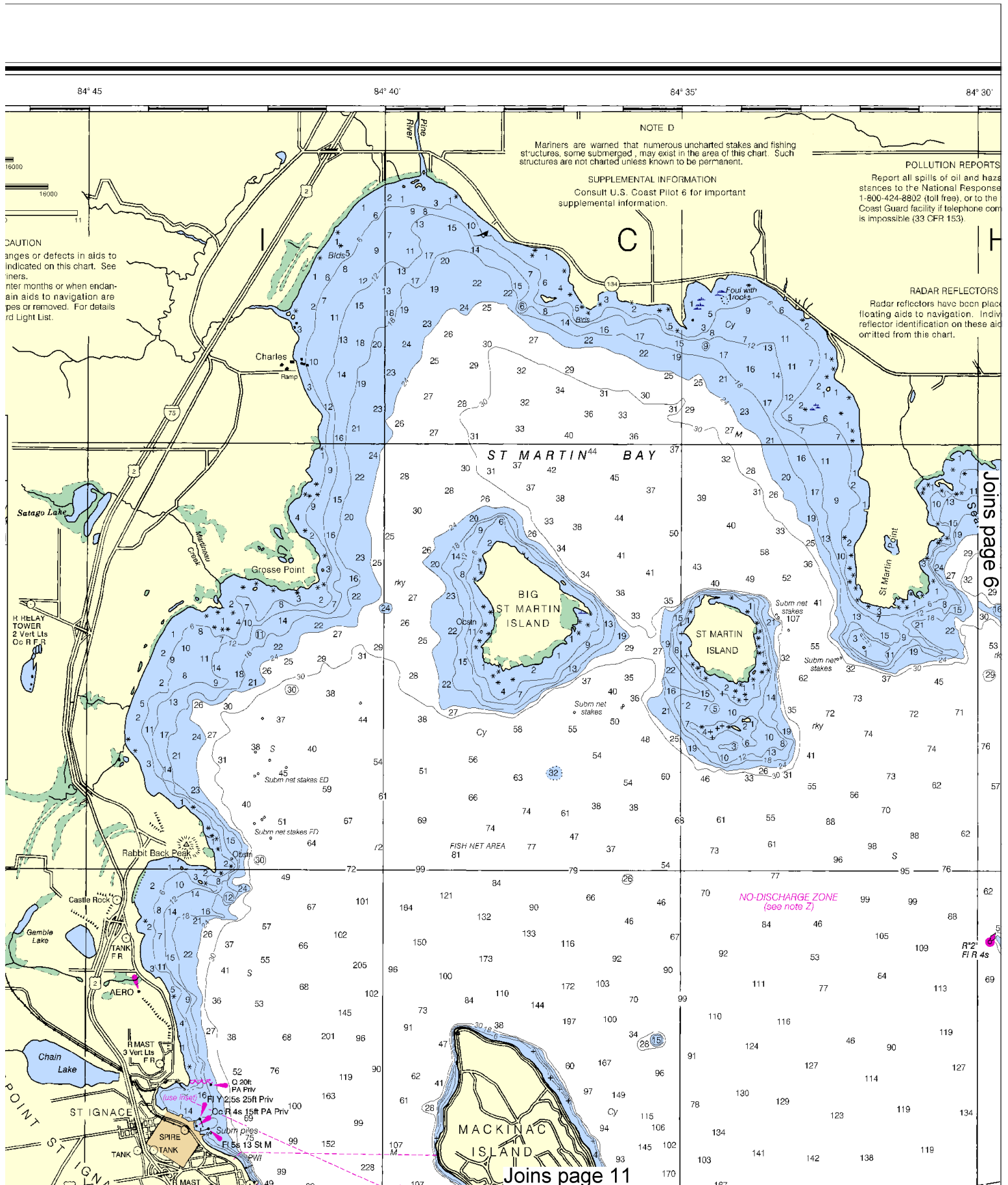
SYMBOLS AND ABBREVIATIONS For complete list of symbols and abbreviations see Chart No. 1.

AIDS TO NAVIGATION Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List

AUTHORITIES Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

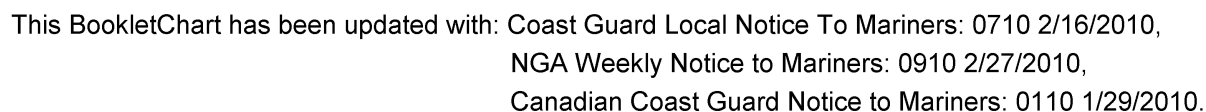


Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

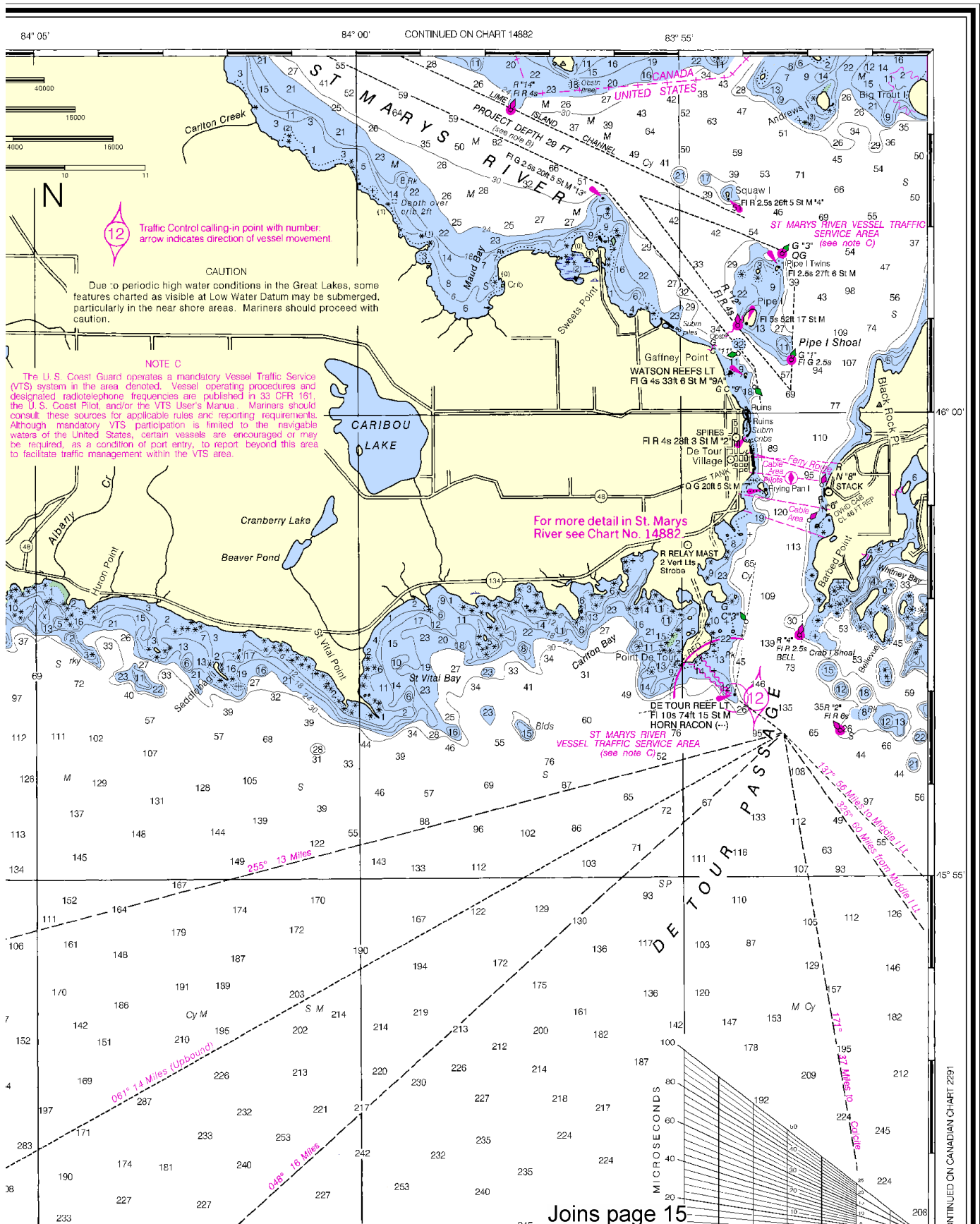
See Note on page 5.





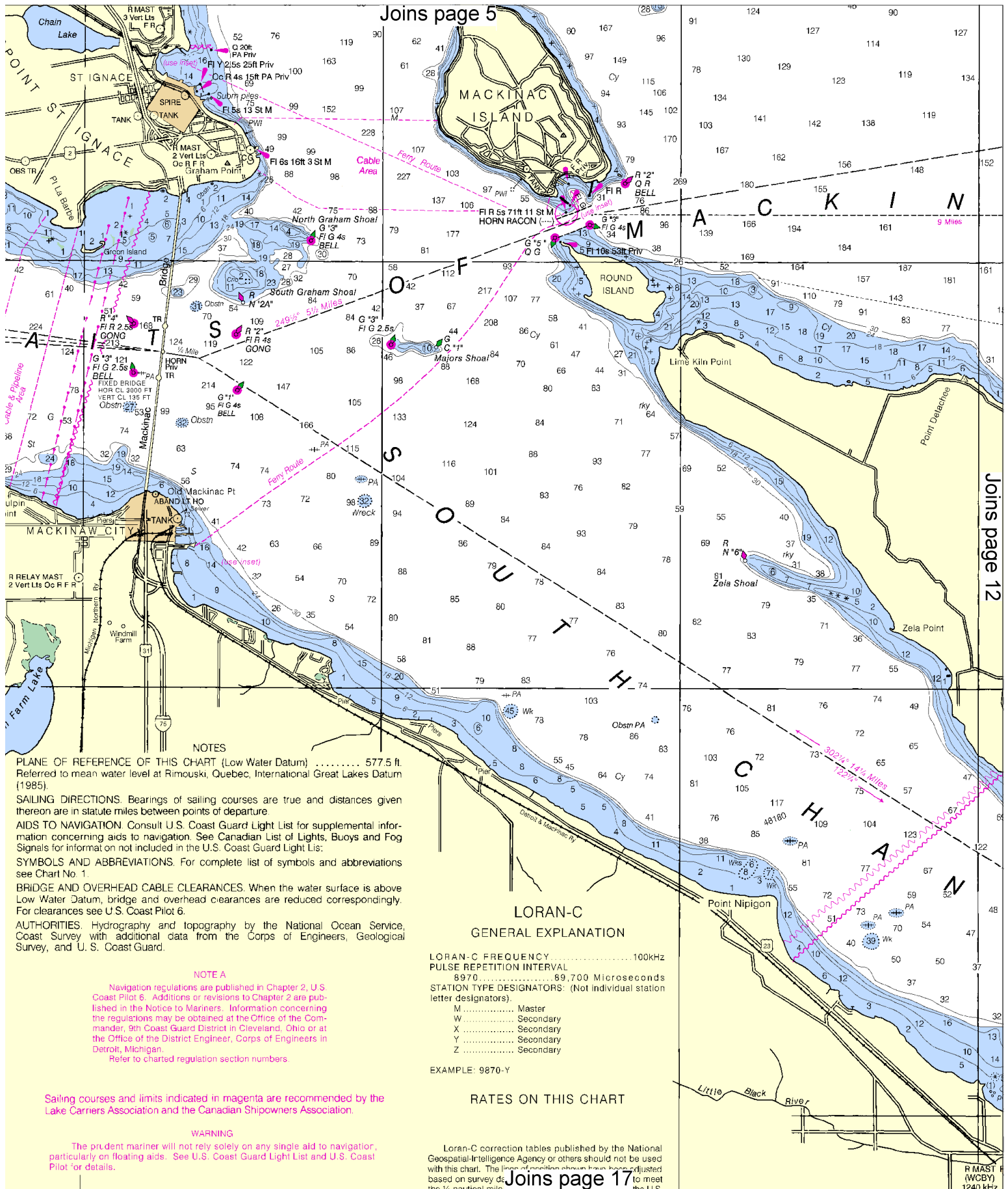


# SOUNDINGS IN FEET





~~SCALE 1:80,000~~  
Nautical Miles



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### LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz  
PULSE REPETITION INTERVAL  
8970 ..... 89,700 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary  
EXAMPLE: 9870-Y

### RATES ON THIS CHART

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PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

#### NOTE A

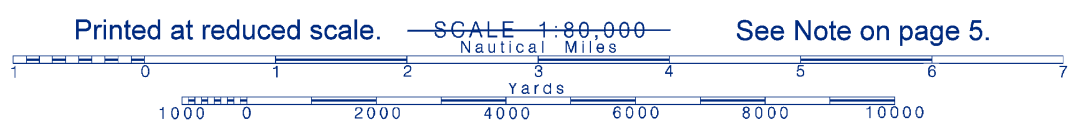
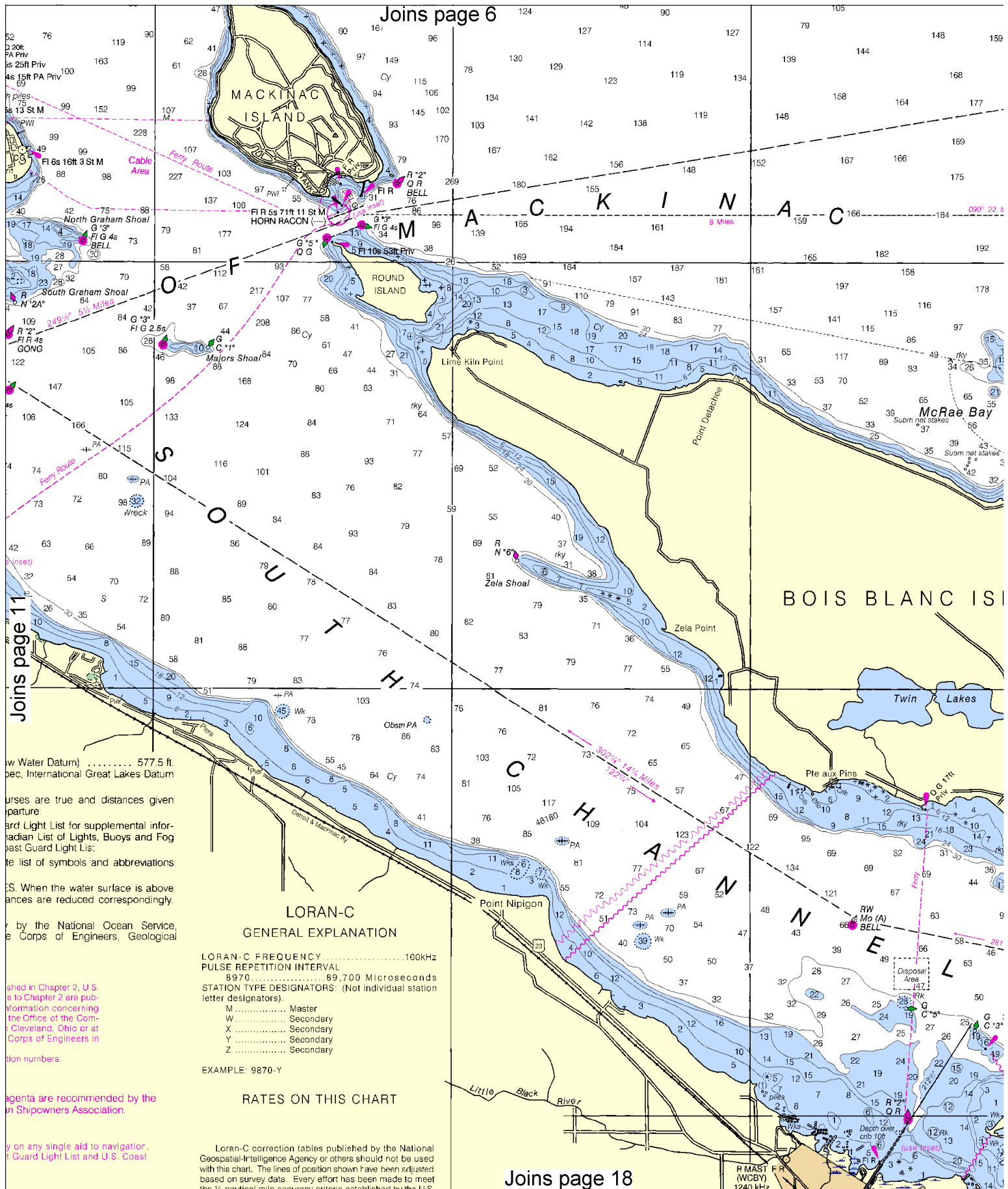
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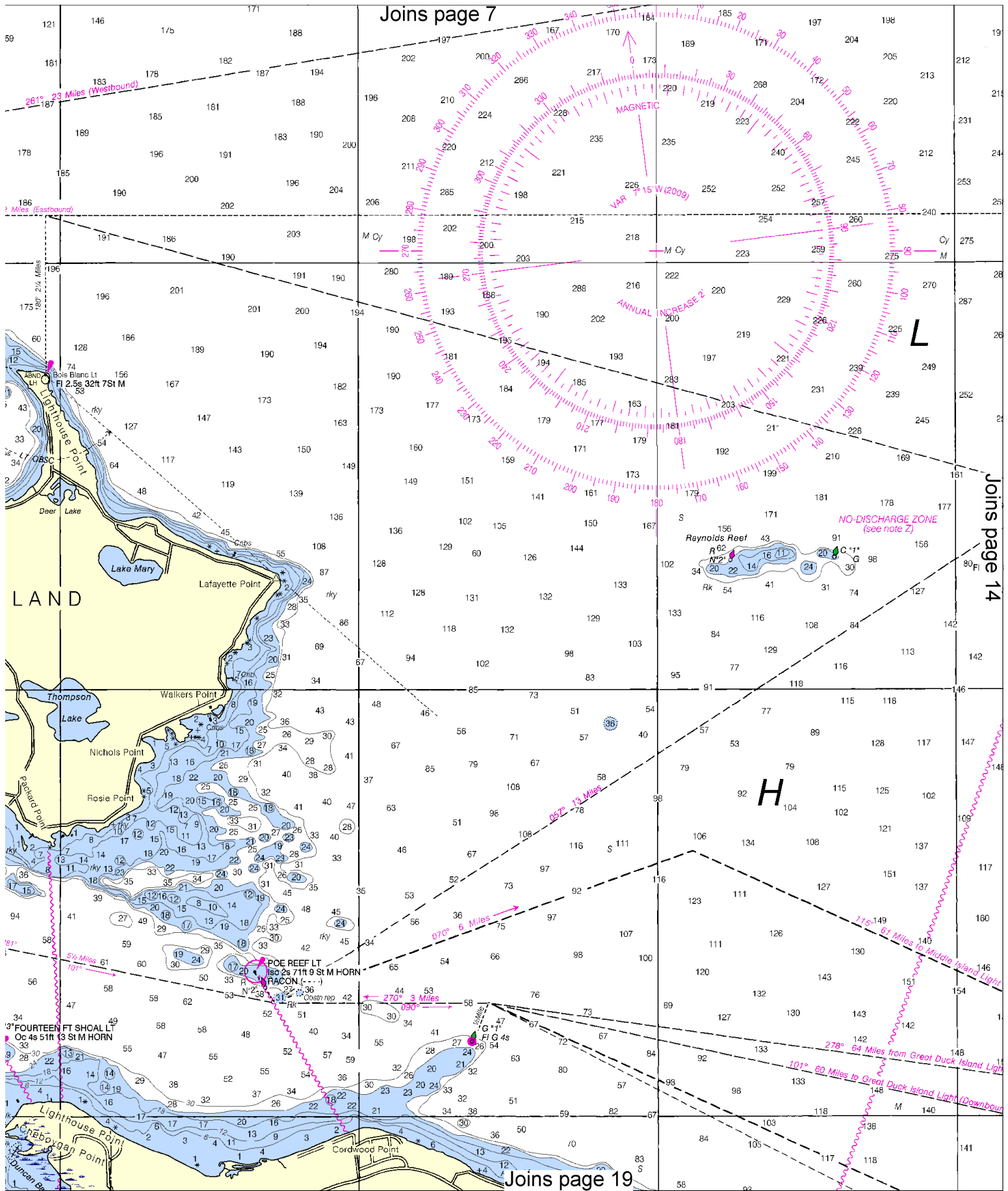
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#### WARNING

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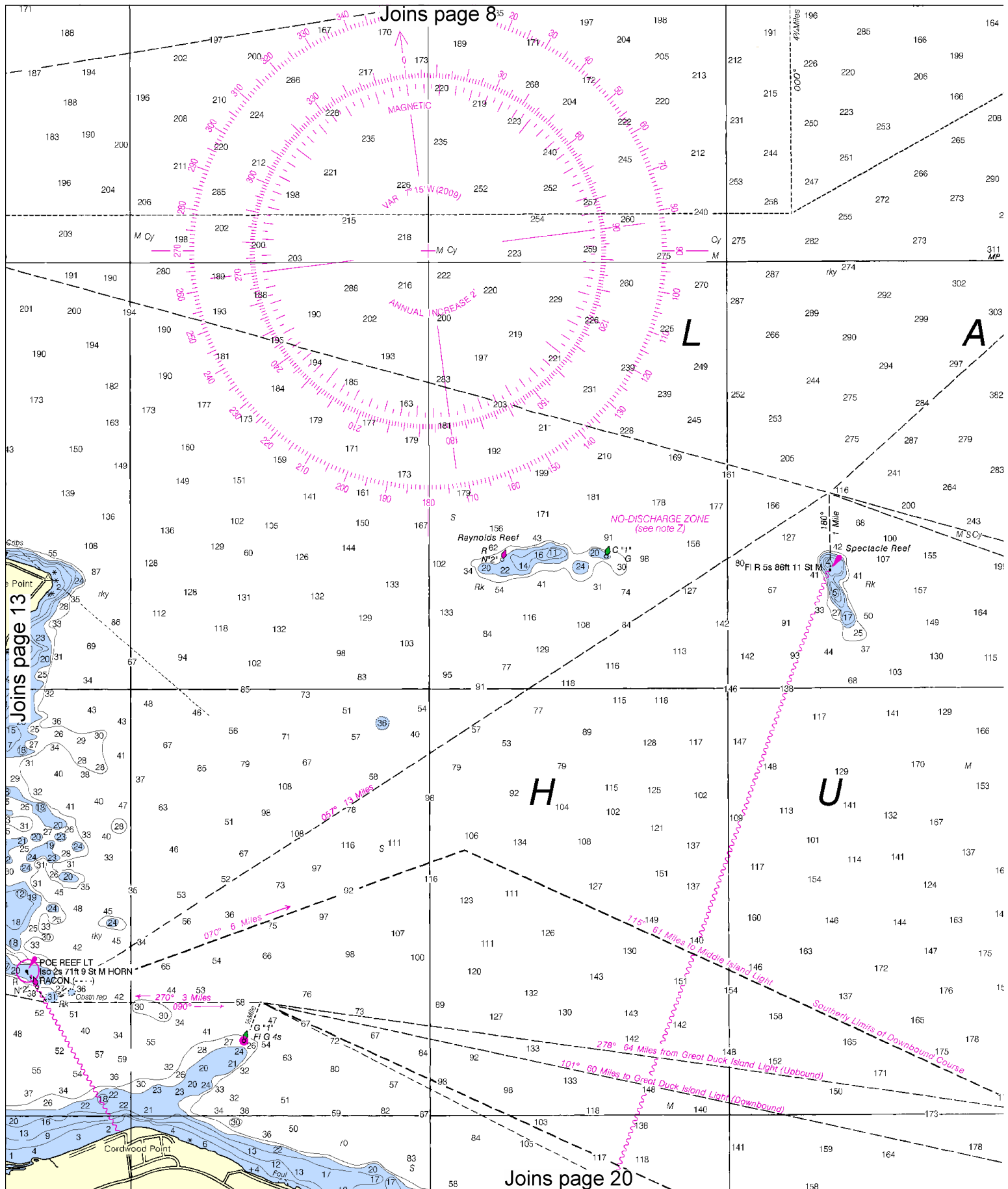




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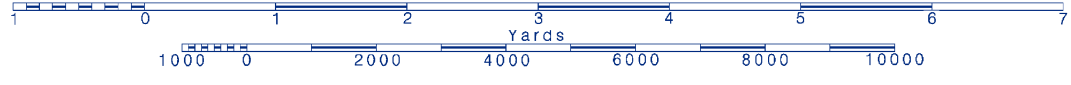
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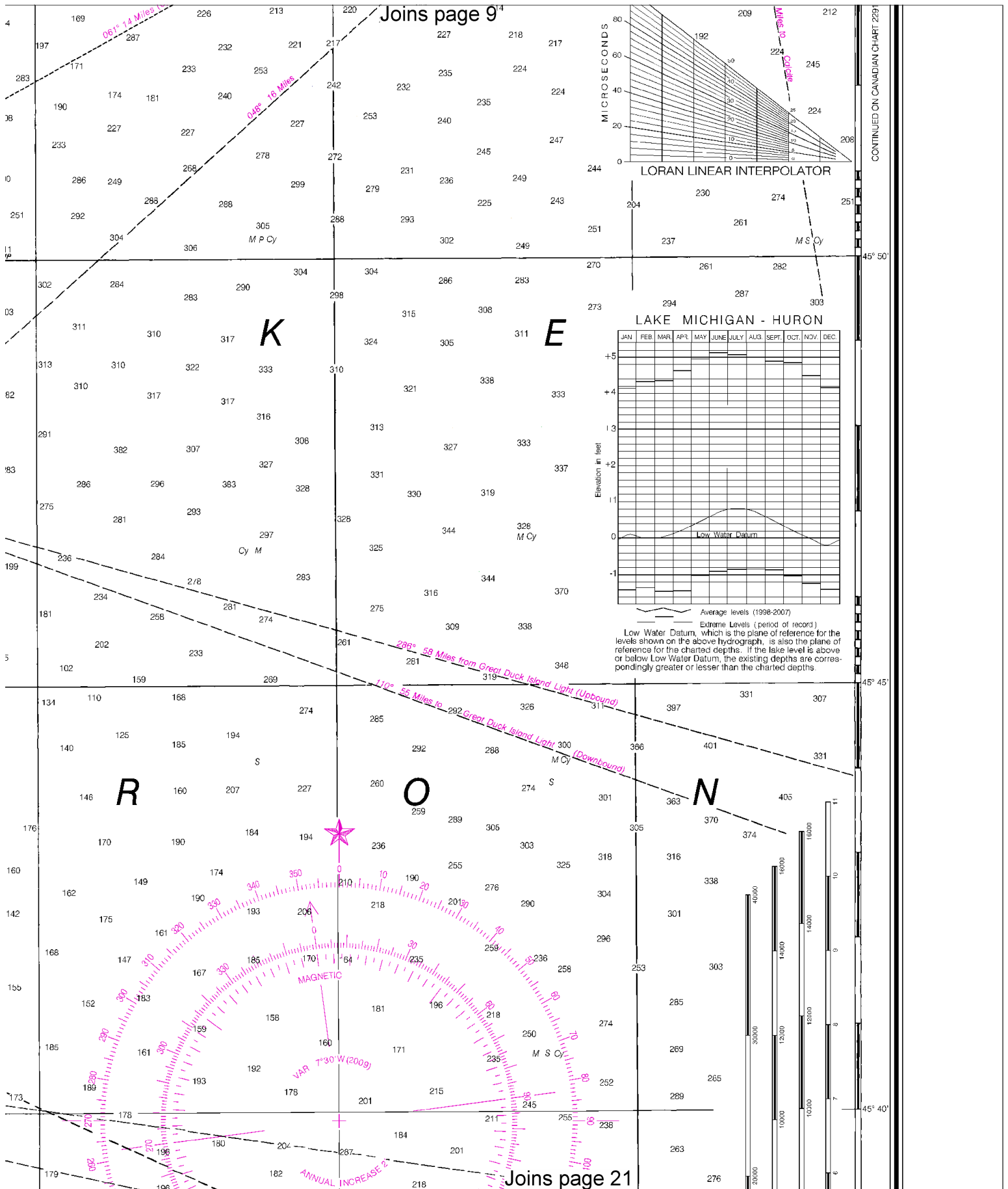


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



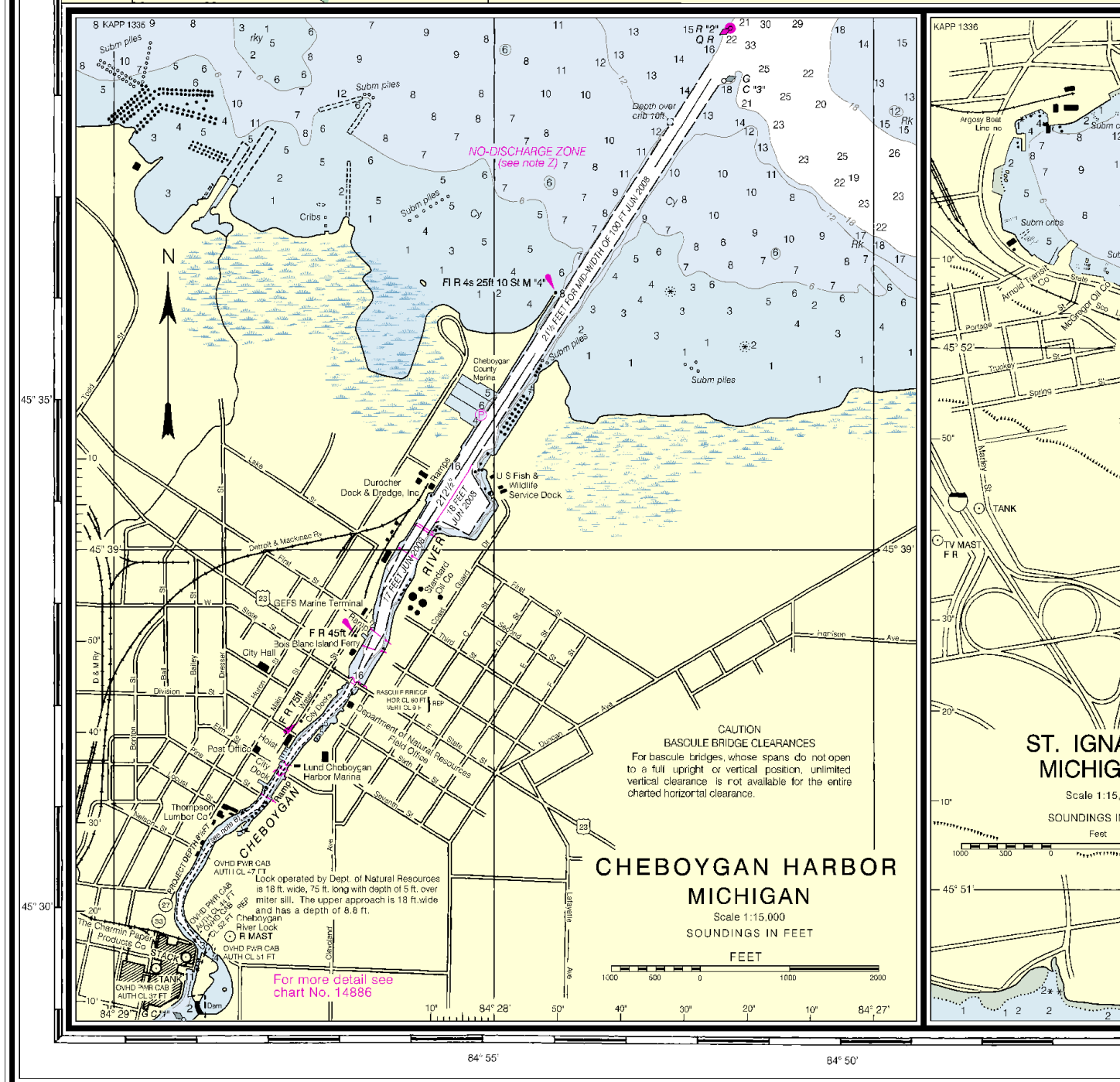


Joins page 10

# WAUGOSHANCE POINT

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



33rd Ed., May/09 ■ Corrected through NM May 09/09  
14881 Corrected through LNM May 05/09

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# 16



Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



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HORIZONTAL DATUM

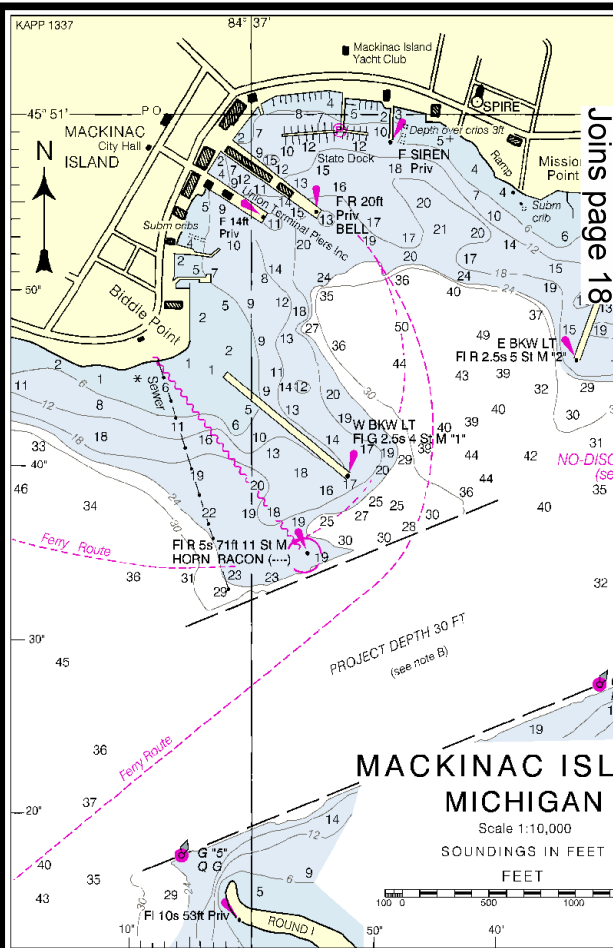
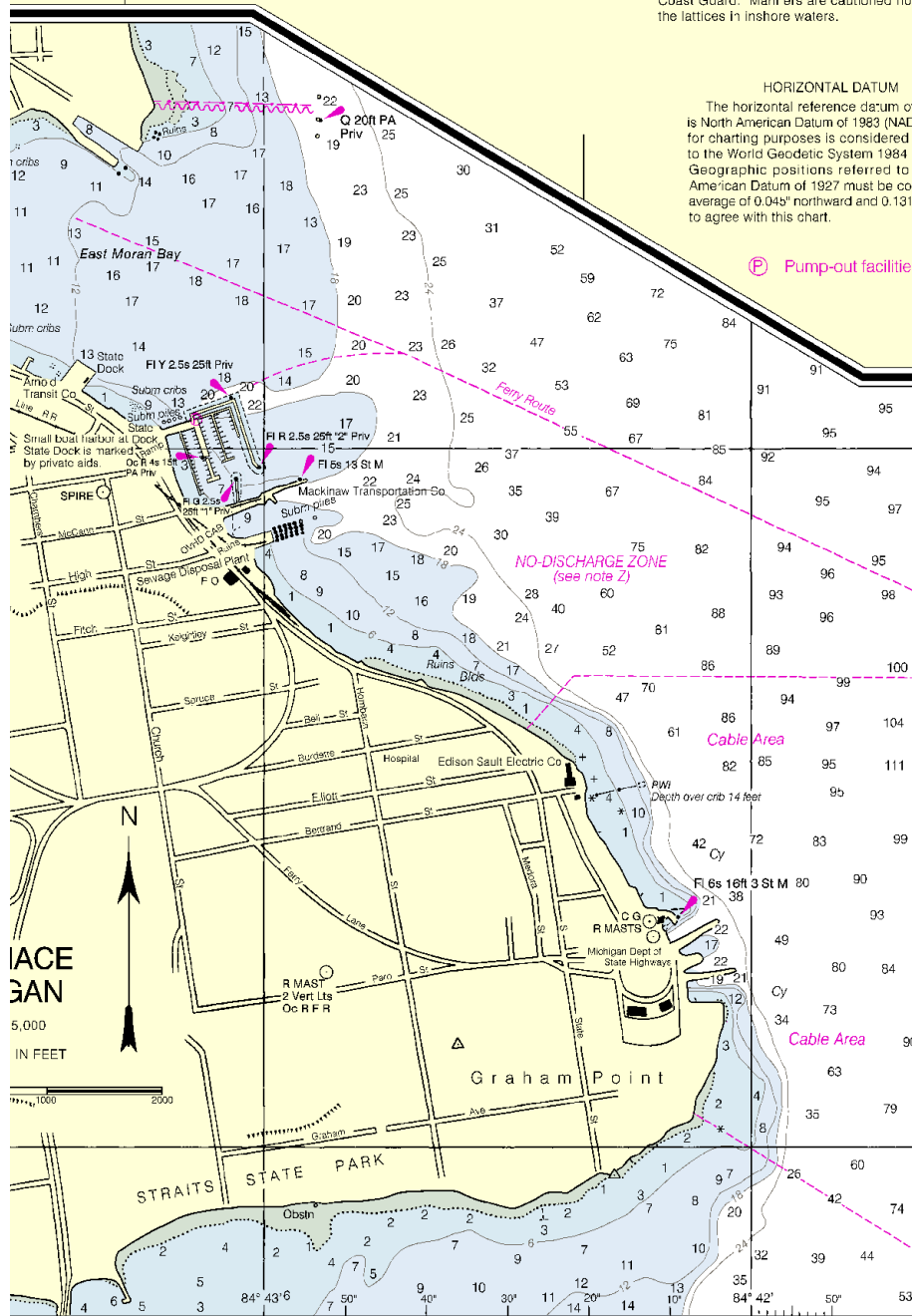
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(P) Pump-out facilities

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

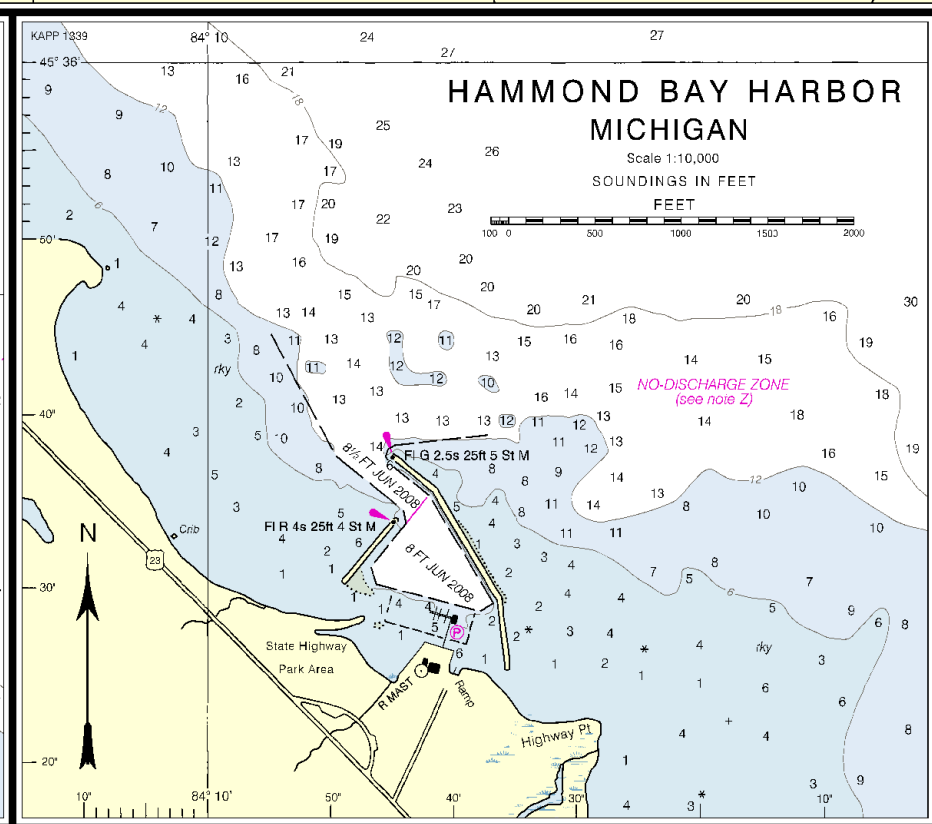
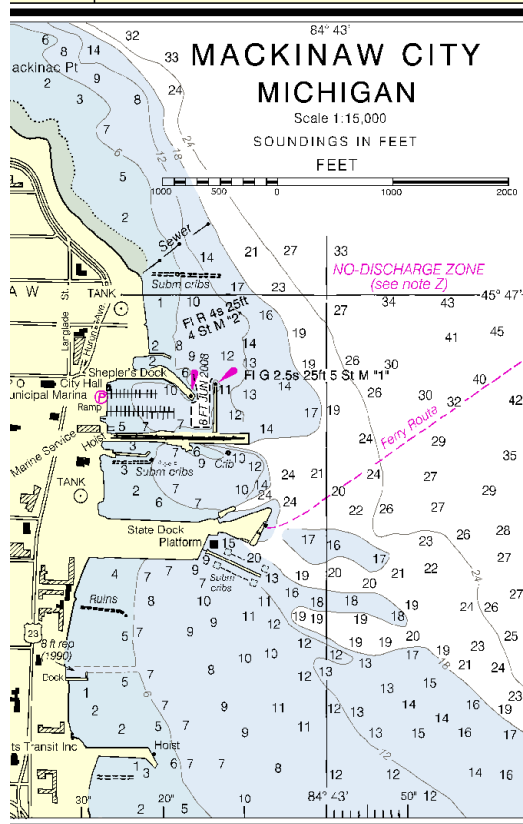
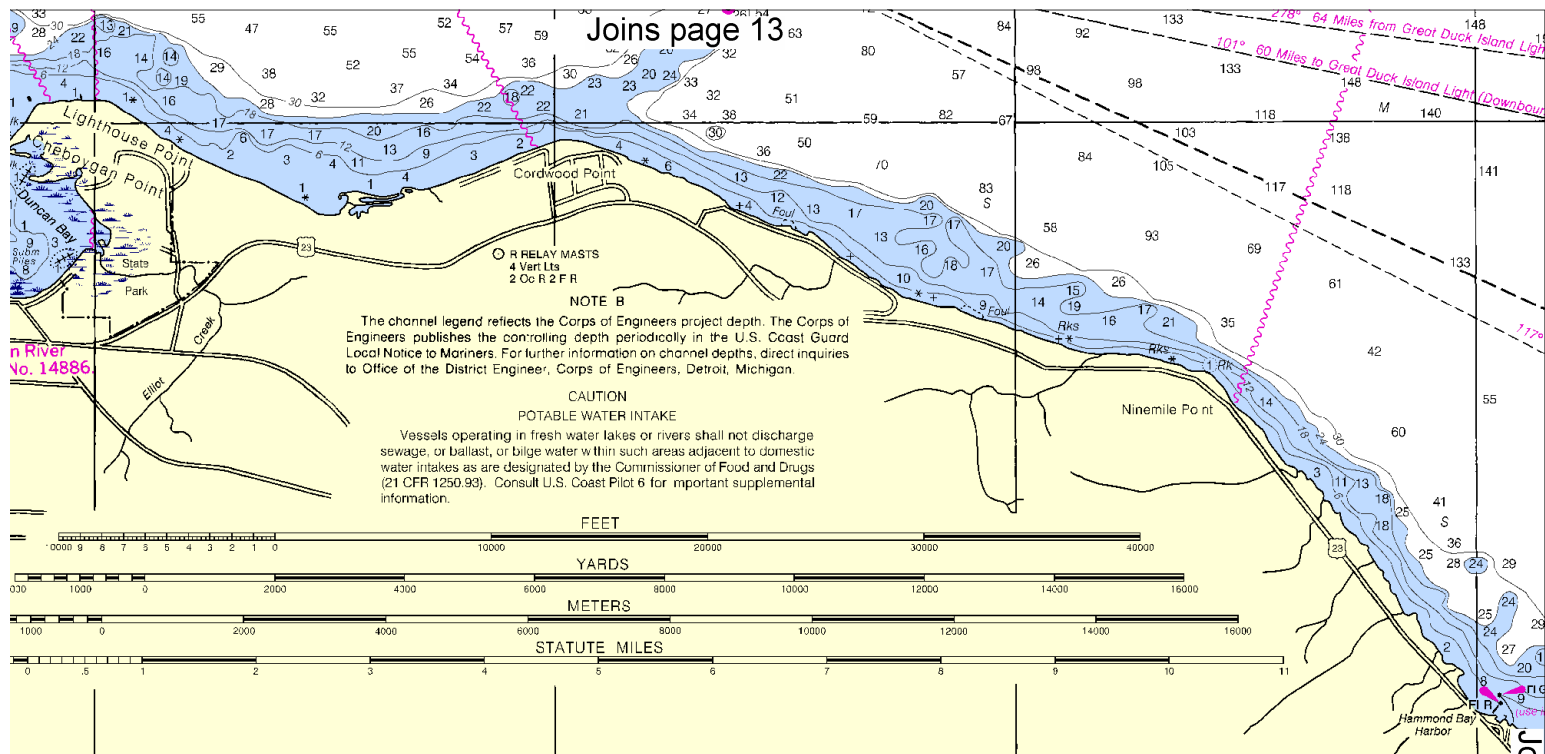
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safe navigation. The National  
+, additions, or comments for  
on (N/CS2), National Ocean

SOUNDINGS IN FEET

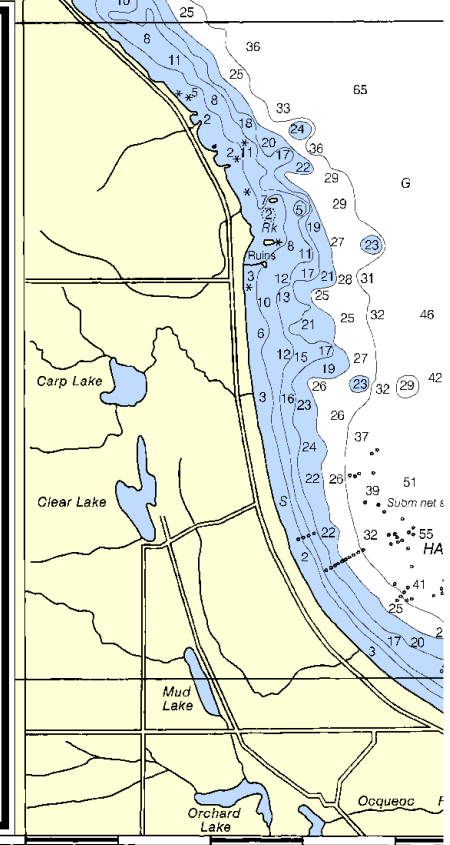
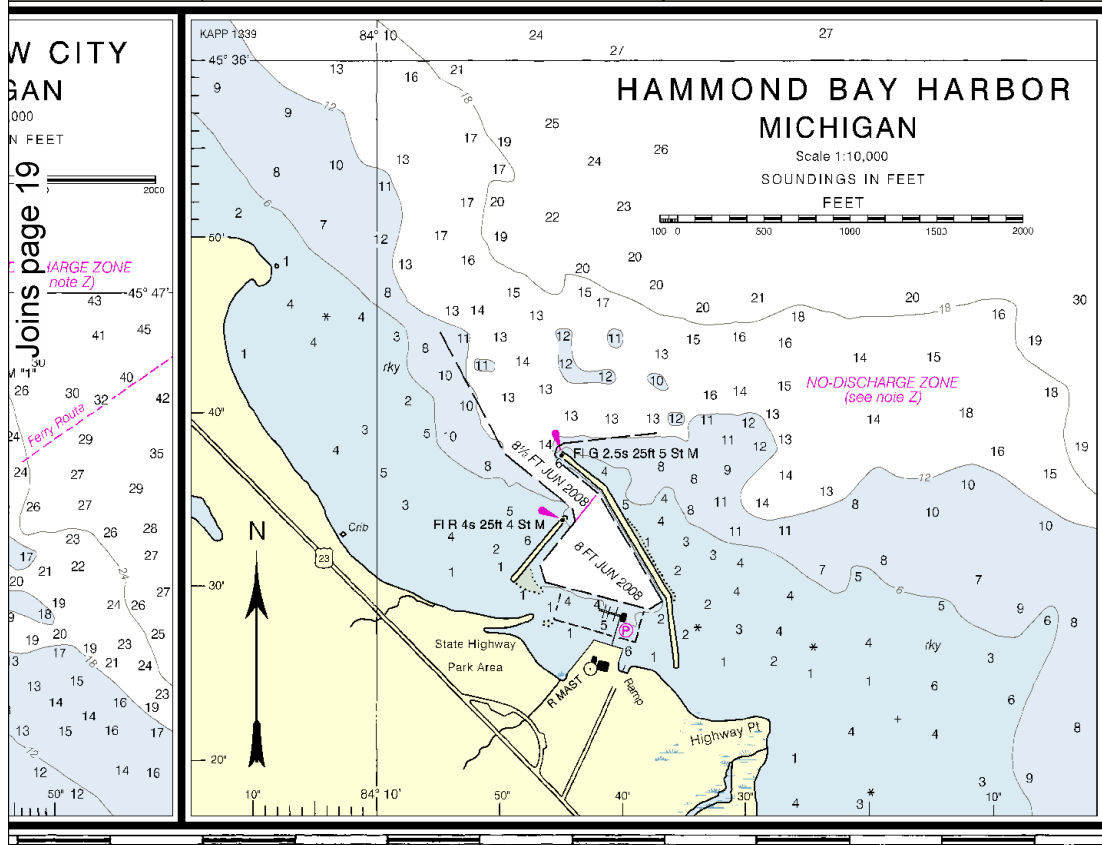
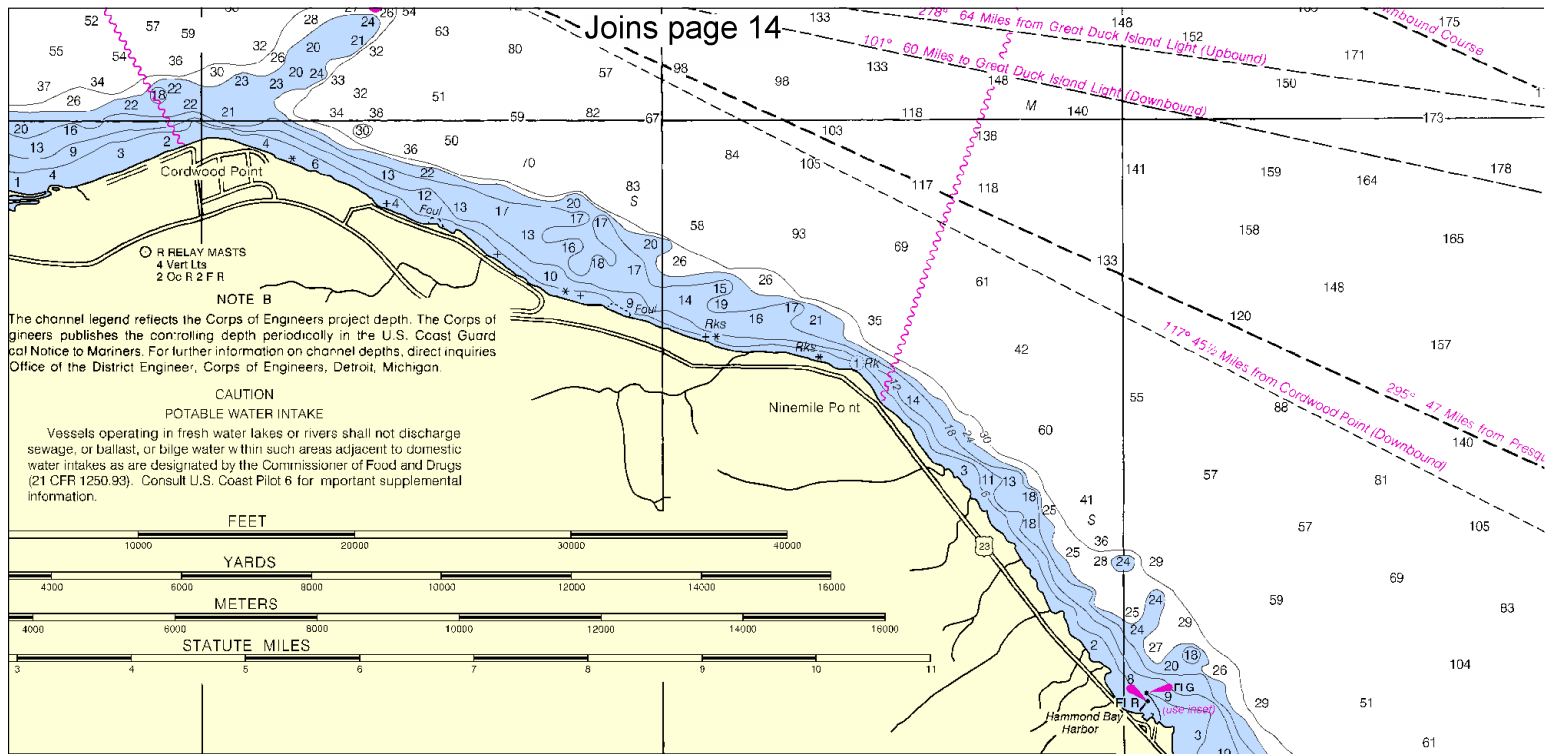




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HERIC ADMINISTRATION  
SERVICE  
EY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4883, <http://NauticalCharts.gov>, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



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FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

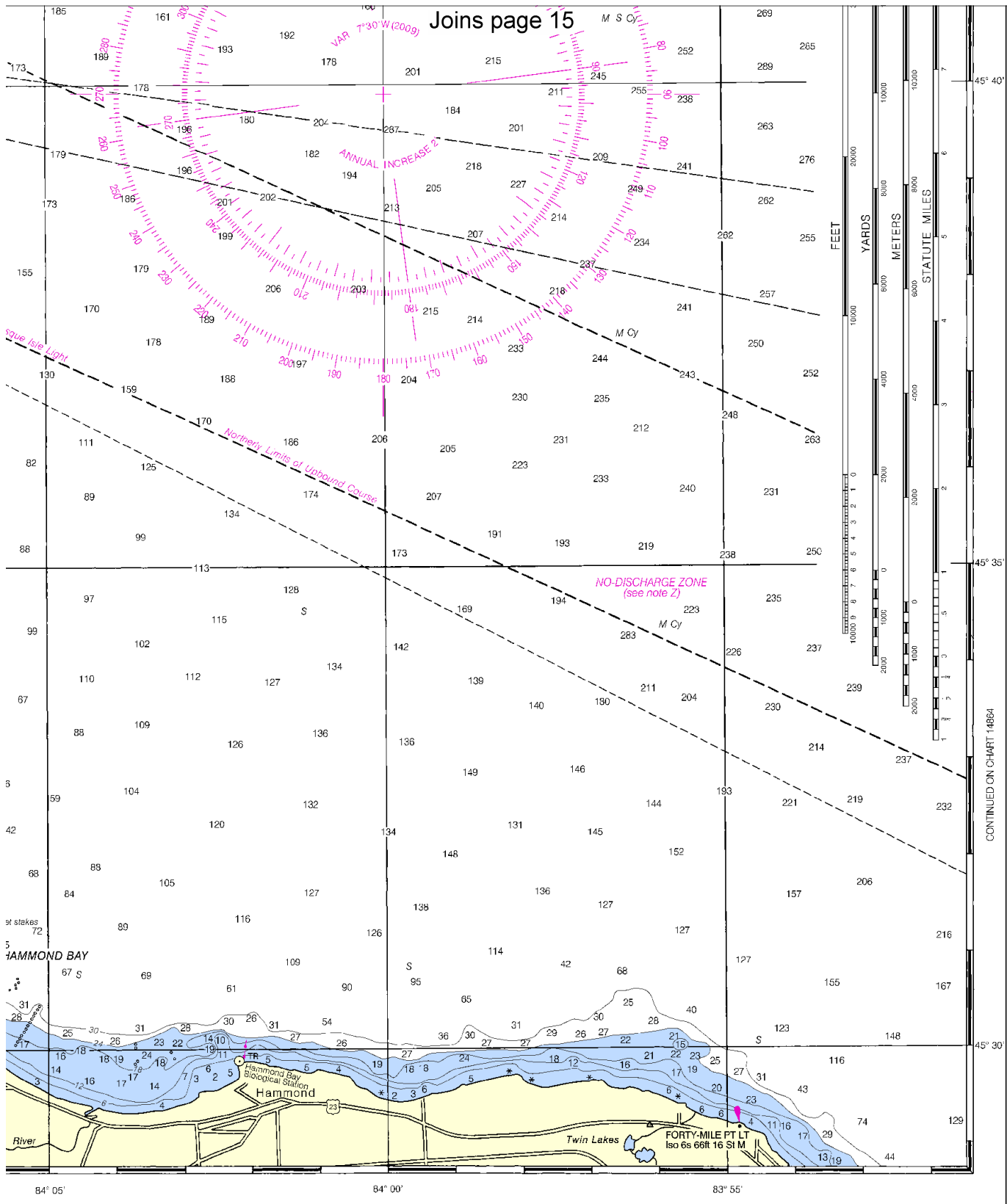
**20**

North

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.

Scale bars:  
Nautical Miles: 0 to 7  
Yards: 0 to 10000



De Tour Passage to Waugoshance Point  
SOUNDINGS IN FEET - SCALE 1:80,000

**14881**  
LORAN-C OVERPRINTED



ED. NO. 33



NSN 7642014010582  
NGA REFERENCE NO. 14XCO14881

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard S & R (Sault Ste Marie)** – 906-635-3236

**Canadian Coast Guard (RCC Trenton)** – 1-800-267-7270 or 613-965-3870

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

